

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Arctic)	REPORT	
SUBJECT	Port of Murmansk	DATE DISTR.	30 June 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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following
naval vessels in Vayenga Bay and vicinity:

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a. Two cruisers moored to buoys. Each cruiser had two triple gun turrets on the foredeck, a high distinctive bridge with a short mast on top of the bridge, two stacks, and two triple gun turrets on the afterdeck. The overall length of the cruisers was not noted.

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b. Farther inside Vayenga Bay two cruisers were moored to a wharf. These cruisers were generally identical to the above-mentioned vessels. Both had two triple gun turrets on both the forward and the after deck, and two stacks.

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c. Naval Vessel [] was moored to buoys in the vicinity of the cruisers mentioned above.

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The vessel had one gun turret on the foredeck, a mast astern of the bridge, and one or possibly two gun turrets on the afterdeck.

d. A very large floating dock was located in a bay south of Vayenga Bay. [] estimated its capacity to be 15,000 tons. A small naval vessel, presumably a minesweeper, lay in the dock. On the south side of the bay there were ten or twelve minesweepers moored side by side in two rows.

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e. At the Rosta shipbuilding yard, some small naval vessels were being repaired. For the most part these vessels were minesweepers and submarine chasers.

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2. [] two floating cranes were located at the apatite wharf, but the larger crane was towed away []

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[] the floating crane loaded apatite, four tons at a time. The apatite was delivered to the wharf in railroad cars and it was dumped into large bins.

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25 YEAR RE-REVIEW

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3. On a small island (N 69-04, E 33-17) there was a radar screen on a mast five or six meters high. It resembled the usual type of navigational radar, and it was the same size and shape as a Decca-type radar.
4. At the repair slip at the seaplane basin in Vayenga Bay, there were four twin-engined seaplanes. On 20 February, a piston-engined aircraft passed over Murmansk. Otherwise there was no air activity.
5. The fog signals from Cape Set Navolok (N 69-24, E 33-30) were very irregular.



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